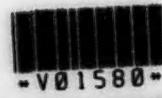


CITY OF MISSISSAUGA  
RETURN TO CENTRAL RECORDS  
BOX LABEL



\*V01580\*

LOCATION LABEL



\*98090502\*

V01580 001  
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OPERATION & WORKS COMMITTEE MG.O

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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

THURSDAY, JANUARY 19, 1989, 9:00 A.M.

RESOURCE LIBRARY - CIVIC CENTRE

Members: Councillor H. Kennedy  
Councillor M. Prentice  
Councillor F. Dale, Chair  
Councillor F. McKechnie  
Councillor D. Culham  
Councillor N. Iannicca

Prepared by: Linda Maller, Clerk's Department (896-5425)  
Date: January 12, 1989

Printout cancelled by operator.

INDEX - OPERATIONS AND WORKS COMMITTEE - JANUARY 19, 1989

DEPUTATIONS/PRESENTATIONS - 9:00 A.M.

- A. Mr. Neil Irwin, IBI Group  
D.01.04  
SEE ITEM 1
- B. Mr. Peter Kosyk, Gana Contracting Ltd.  
F.02.09  
SEE ITEM 7

MATTERS FOR CONSIDERATION:

1. D.01.04 Second Status Report - Mississauga Ten Year Transit Service Strategy Plan Study
2. D.05.03 Transit Fare Increase
3. T-86054 Courten Corporation - Reduction to Major Road Improvement Levy
4. T-87044 A&L Capoblanco Subdivision - Street Names  
T-88025 Orlando Corporation  
T-87031  
T-88041  
T-88059
5. J.05.88015.04 Creditview Road Widening - Right-of-Way Easement -  
Josephine McDermott
6. A.03.04.01 Public Vehicle Authority Report 1-89 - January 10/89
7. F.02.09 Gana Contracting Ltd. - Street Address - Derry/Tomken Business Park

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

JANUARY 19, 1989

DEPUTATIONS/PRESENTATIONS - 9:00 A.M.

A. Mr. Neil Irwin, IBI Group

D.01.04

SEE ITEM 1

B. Mr. Peter Kosyk, Gana Contracting Ltd.

F.02.09

SEE ITEM 7

MATTERS FOR CONSIDERATION:

1. Report dated January 9, 1989, from the Commissioner of Public Works providing a Status Report on the Mississauga Ten Year Transit Service Strategy Plan Study.

On October 11, 1988, City Council approved the appointment of the consulting firm of IBI Group to prepare a Ten-Year Transit Service Strategy Plan.

A Technical working committee has been established to assist the consultant during the course of the study, including representatives from the Public Works Department, Transit Department, Planning and Building Department, the MTO and the Region of Peel.

Phase 1 of the study, which will produce an initial Ten-Year Transit Service Strategy Plan, is nearing completion. The consultant has now completed the second of two interim reports.

The presentation by the consultant will focus on the following areas:

- Travel Demand Analysis
- Bus Network Analysis
- Auto Traffic Screenline Analysis
- Additional Transit Strategy Components

Based on the findings from the above analysis the consultant will be preparing a transit strategy and ten-year plan for submission to the Technical Working Committee in draft form by the end of January 1989.

It is expected that Phase 1 will provide input into the City's budgeting process as well as MTO's 1989-1990 fiscal year budget.

In Phase 2 the various items in the Ten-Year Service Strategy Plan can be examined in more detail and it is expected that feasibility analysis and preliminary design may be carried out.

RECOMMENDATION:

That the report of the Commissioner of Public Works dated January 9, 1989, regarding the status of the Mississauga Ten-Year Transit Service Strategy Plan Study be received for information.

D.01.04

RECOMMEND RECEIPT

2. Report dated January 3, 1989, from the Transit General Manager regarding a 1989 Transit Fare Increase.

In preparing the 1989 budget, all revenues were reviewed to ensure that proposed adjustments conformed to City and provincial policies or funding goals such as "user pay."

Public transit in Ontario is subsidized based on a percentage of operating costs recovered through the fare box (revenue/cost ratio). The Province establishes the ratio based on the size of the municipality and Mississauga falls within the 65% category. The City share of transit costs, as a percentage of gross operating costs, is minimized when Mississauga Transit revenues are 65% of costs.

The City of Mississauga Official Plan supports a "user-pay approach" and the Mississauga Transit Strategic plan adopted in 1983, confirmed that recovery of 65% of operating costs from the fare box was desirable.

If fare revenues fail to keep pace with rising costs, the financial burden shifts from transit riders to taxpayers. Using preliminary 1989 budget estimates and the existing structure, a 19% increase in costs would result in a 36% increase in the net City cost and would allow the R:C Ratio to fall to 46.6%.

Appendix A contains a number of fare structure alternatives for 1989.

In order to maintain the City's user pay policy and reduce the impact of the transit system to City taxpayers, the fare structure outlined as Option #1 on Appendix A is recommended.

monthly passes and annual passes are discontinued with the exception of stickers for monthly GO passes.

The financial impact would permit Mississauga Transit to make a number of service improvements in 1989 while moderating the impact on City taxpayers to a 23.4% increase.

RECOMMENDATION:

That the fare structure shown as Option 1 on Appendix A (attached to the report dated January 3, 1989 from the Transit General Manager) and outlined below be approved and become effective Monday, February 6, 1989, with the exception of the Student Monthly Pass, the Adult Monthly Pass and the Seniors Annual Pass which will be accepted until February 28, 1989:

Cash fare:	Student	\$ 1.15
	Adult	\$ 1.15
	Senior	\$ 1.15
Tickets:	Student (10 pack)	\$ 9.50
	Student (50 pack)	\$45.00
	Adult (10 pack)	\$11.00
	Adult (50 pack)	\$52.00
	Senior (10 pack)	\$ 5.00
	Senior (50 pack)	\$22.00
Passes:	Adult Monthly GO sticker	\$10.00
	Student Monthly Pass	Discontinued
	Adult Monthly Pass	Discontinued
	Seniors Annual Pass	Discontinued

D.05.03

RECOMMEND ADOPTION

3. Report dated January 5, 1989, from the Commissioner of Public Works regarding a reduction to Major Road Improvement Levy to be granted to Courten Corporation for their proposed industrial subdivision, T-86054 (located north of Highway 401 and west of Kennedy Road).

Under the standard Financial Agreement for this development Courten Corporation will be required to pay a Major Road Improvement Levy in the amount of \$1,600,762.78, based on the present rate of \$26,289.42 per ha.

Under the terms of the proposed Servicing Agreement the developer is required to construct Courtneypark Drive from Highway 10 to Kennedy Road. This road was considered in the calculations for the Major Road Improvement Levy. Based on the standard procedure of crediting the developer for 80% of the cost of a four-lane paved curb and gutter road with roadway storm sewers, a credit of \$1,086,522.40 should be considered by Council against the Major Road Improvement Levy for Plan 21T-86054.

January 19, 1989

RECOMMENDATION:

That the Financial Agreement for Plan 21T-86054, located north of Highway 401 and west of Kennedy Road, indicate that a credit of \$1,086,522.40 is to be afforded to the developer, Courten Corporation, against the Major Road Improvement Levy.

T-86054

RECOMMEND ADOPTION

4.

Report dated January 4, 1989, from the Commissioner of Public Works with respect to proposed street names for various plans of subdivision.

RECOMMENDATION:

- (a) That the names "Associated," "Sir Antonio" and "Saint Lucia" be approved as street names for the A & L Capobianco Subdivision, T-87044, located north of Dundas Street West and west of Winston Churchill Boulevard.
- (b) That the street names "Brickell", "Cantay", "Freemont", "Rodeo", "Standish" and "White Heart" be approved for the Heartland Subdivisions:
  - (I) T-88025 - located north of Highway #401 and west of Hurontario Street;
  - (II) T-87031 - located south of Britannia Road West and west of McLaughlin Road;
  - (III) T-88041 - located north of Britannia Road West and west of Hurontario Street;
  - (IV) T-88059 - located north of Britannia Road West and west of McLaughlin Road.

T-87044  
T-88025  
T-87031  
T-88041  
T-88059

RECOMMEND ADOPTION

5.

Report dated January 4, 1989, from the City Clerk regarding a Temporary Right-of-Way Easement to Josephine McDermott over Part I, Plan 43R-16337.

As part of the 1988 Capital Works Program for the improvement of Creditview Road between Britannia Road West and Bristol Road, the City acquired a 7 m (23 ft.) widening from Josephine McDermott.

The Deed of Land for the widening described as Part I, Plan 43R-16337 was registered on December 9, 1988 as Instrument No. 875252. The Solicitor acting on behalf of Josephine McDermott has requested the City to grant a temporary right-of-way over Part I, Plan 43R-16337 which would be in effect until such time as the designated widening is established as Creditview Road.

The City's Legal Department and Public Works Department have reviewed the matter and are in favour of granting the temporary right-of-way.

**RECOMMENDATION:**

That a by-law be enacted authorizing execution of a temporary right-of-way easement in favour of Josephine McDermott over Part I on Plan 43R-16337 (Creditview Road Widening from Bristol Road to Britannia Road West).

J.05.88015.04

**RECOMMEND ADOPTION**

6. Report 1-89 of the Public Vehicle Authority meeting held on January 10, 1989.

A.03.04.01

**RECOMMEND ADOPTION**

7. Request by Derry Tomken Business Centre for municipal address on Derry Road notwithstanding that access to the site is off Gana Court.

Originally the matter was considered by the Committee on November 15, 1988, when Staff advised that Gana Contracting were given approval for a Derry Road address rather than Gana Court. When concerns were expressed that this was going to create a problem for emergency services such as fire and ambulance in answering calls, the Owners were advised that their address would be Gana Court. Staff at that time recommended:

'That the properties on Gana Court be addressed to that street only and no Derry Road.'

The item was subsequently dealt with by Council on December 19, 1988, and the following Resolution 575-88 adopted:

'That the request by Derry & Tomken Business Centre, ie a municipal address off Derry Road notwithstanding that there is not full direct access to that street, be referred to the Operation & Works Committee for a presentation by the developer.'

(Enclosed for Members of Council is the In Camera Report dated November 17, 1988 from the City Solicitor.)

This matter was included on the Operations and Works Committee agenda of January 5, 1989, and deferred to this meeting.

Mr. Peter Kosyk, Manager of Sales & Leasing, Gana Contracting Ltd., will appear before the Committee regarding this item.

F.02.09



## Corporate Report

Received by  
Clerk's Dept.

Clerk's Files *D.01.04*

JAN 19 1989

OPERATIONS/WORKS

Originator's 13 111 00022  
Files 11 141 88045

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DATE: January 9, 1989  
TO: Chairman and Members of the Operations and Works Committee  
FROM: M. P. Taylor, P. Eng., Commissioner of Public Works  
SUBJECT: Second Status Report on the Mississauga Ten-Year Transit Service Strategy Plan Study

---

ORIGIN: Public Works Department

BACKGROUND: On October 11, 1988, City Council approved the appointment of the consulting firm of IBI Group to prepare a Ten-Year Transit Service Strategy Plan.

A Technical working committee has been established to assist the consultant during the course of the study, including representatives from the Public Works Department, Transit Department, Planning and Building Department, the MTO and the Region of Peel.

COMMENTS: Phase 1 of the study, which will produce an initial Ten-Year Transit Service Strategy Plan, is nearing completion. The consultant has now completed the second of two interim reports and will be making a presentation on the progress of the study to the Operations and Works Committee at its meeting on January 19, 1989.

The upcoming presentation by the consultant will focus on the following areas:

- Travel Demand Analysis
- Bus Network Analysis
- Auto Traffic Screenline Analysis
- Additional Transit Strategy Components

Based on the findings from the above analysis the consultant will be preparing a transit strategy and ten-year plan for submission to the Technical Working Committee in draft form by the end of January 1989.

It is expected that Phase 1 will provide input into the City's budgeting process as well as MTO's 1989-1990 fiscal year budget.

| (a)

The Chairman and Members  
Operations & Works Committee

- 2 -

January 10, 1989

COMMENTS: Continued

In Phase 2 the various items in the Ten-Year Service Strategy Plan can be examined in more detail and it is expected that feasibility analysis and preliminary design may be carried out.

CONCLUSION:

Phase 1 of the Ten-Year Transit Service Strategy Plan Study is nearing completion. It is expected that the study will be substantially complete by the end of January 1989 and that a final report would be available by the end of February 1989.

RECOMMENDATION:

That the report of the Commissioner of Public Works dated January 9, 1989, regarding the status of the Mississauga Ten-Year Transit Service Strategy Plan Study be received for information.

RS/edm  
0812E/214E

*William P. Taylor*  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department



# Corporate Report

Received by  
Clerk's Dept.

Clerk's Files

D.05.03 2

OPERATIONS/WORKS

JAN 19 1989

Originator's  
Files

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**DATE:** January 3, 1989  
**TO:** Chairman and Members of the Operations & Works Committee  
**FROM:** E.J. Dowling, General Manager, Transit Department  
**SUBJECT:** TRANSIT FARE INCREASE

---

**ORIGIN:** Staff Budget Committee

**BACKGROUND:** Mississauga Transit is a system in transition, balancing the pressures of rapid development with increasing demands from employers and residents seeking a higher level of public transit to travel within, not just through the City.

The system is evolving from a connector of scattered nodes of development in a largely rural area to a grid system more in tune with the needs of a major urban area. By moving people on the transit system, traffic congestion on the road network can be relieved to carry the commercial traffic so vital to the continued prosperity of the City.

In preparing the 1989 budget to continue this evolution, all revenues were reviewed to ensure that proposed adjustments conformed to City and Provincial policies or funding goals such as "user pay".

Public transit in Ontario is subsidized based on a percentage of operating costs being recovered through the farebox, known as the revenue/cost ratio. The province establishes the ratio based on the size of the municipality, and Mississauga falls within the 65% category. The city share of transit costs, as a percentage of gross operating costs, is minimized when Mississauga Transit farebox revenues are 65% of costs.

The City of Mississauga Official Plan supports a "user-pay approach" and the Mississauga Transit Strategic Plan adopted in 1983, confirmed that recovery of 65% of operating costs from the farebox was desirable.

.../2

2(a)

Chairman and Members of  
Operations & Works Committee

- 2 -

January 3, 1989

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If fare revenues fail to keep pace with rising costs, the financial burden shifts from transit riders to City taxpayers. Using preliminary 1989 budget estimates and the existing fare structure, a 19% increase in costs would result in a 36% increase in the net city cost (which is met from taxes), and would allow the R:C Ratio to fall to 46.6%.

Appendix A contains a number of fare structure alternatives for 1989. The recommended proposal is Option # 1.

Transit operators complained there was abuse of the monthly pass system and requested an alternate system. During 1988, the Transit Department completed an on-board survey of our revenue collection procedure which confirmed considerable abuse of the monthly pass system.

Staff reviewed the findings and recommended that we replace the pass system with a bulk ticket purchase program. This would allow people to purchase a monthly supply of transit tickets at a further discount from our regular book of 10. On a monthly basis, we sell between 2,300 and 3,600 passes and we expect this group to move to the bulk purchase of transit tickets to give them the best transportation value.

An issue in "user-pay" relates to seniors' fares. This issue was raised during the 1988 Fare Structure discussions. A committee was formed, comprised of 2 Councillors, 2 Transit staff, and 4 seniors who use transit, to review and bring forward recommendations regarding the seniors' fare. Although a number of meetings were scheduled, only one meeting took place between the Councillors and Transit staff.

The reasons for including a 1989 seniors fare in Option #1 (the recommended option) and Option #2 are as follows; (a) the growth in seniors ridership (from 1,160,000 in 1987 to 1,240,000 in 1988); (b) Mississauga Transit is the only major transit property with free rides for seniors, see Appendix B; (c) the adverse impact on Mississauga Transit's ability to meet its R:C Ratio targets/user-pay philosophy; (d) fleet improvements on all new and replacement buses starting in 1989 to increase accessibility to seniors.

.../3

January 3, 1989

2(b)

The net cost to the City of delaying the recommended fare increase is approximately \$150,000 per month of which \$30,000 is related to seniors fares. In order to make up this revenue shortfall, a larger increase may be required later in the year or service improvements required in 1989 may be cut back.

To reduce traffic congestion, to be responsive to the needs of City residents and employers for transit service, and to continue the evolution of the transit system, a number of improvements are planned over the next few years. Failure to adjust transit fares to offset increasing costs may seriously limit these improvements.

**CONCLUSION:**

In order to maintain the City's user-pay policy and reduce the impact of the transit system to City taxpayers, the fare structure outlined as Option #1 on Appendix A is recommended.

The new fare structure would be:

<u>Fare type</u>	<u>Cost</u>	<u>Cost/trip</u>	<u>% increase over 1988</u>
<b>Cash Fare</b>			
(student, adult, senior)	\$ 1.15	\$1.15	5%
Tickets - Student 10 pack	\$ 9.50	\$0.95	18.6%
Student 50 pack	\$45.00	\$0.90	12.5%
Adult 10 pack	\$11.00	\$1.10	15.8%
Adult 50 pack	\$52.00	\$1.04	9.5%
Senior 10 pack	\$ 5.00	\$0.50	n/a
Senior 50 pack	\$22.00	\$0.44	n/a
<b>Monthly Passes -</b>			
Adult GO Transit	\$10.00	n/a	18.0%

Monthly Passes & Annual Passes are discontinued with the exception of stickers for monthly GO passes.

.../4

2(c)

Chairman and Members of the  
Operations & Works Committee

- 4 -

January 3, 1989

The financial impact would permit Mississauga Transit to make a number of service improvements in 1989 while moderating the impact on City taxpayers to a 23.4% increase. (based on preliminary 1989 budget estimates).

**RECOMMENDATIONS:** That the fare structure shown as Option 1 on Appendix A and outlined below, be approved and become effective Monday, February 6, 1989 with the exception of the Student Monthly Pass, the Adult Monthly Pass and the Seniors Annual Pass which will be accepted until February 28, 1989.

Cash fare:	Student	\$ 1.15
	Adult	\$ 1.15
	Senior	\$ 1.15
Tickets:	Student 10 pack	\$ 9.50
	Student 50 pack	\$45.00
	Adult 10 pack	\$11.00
	Adult 50 pack	\$52.00
	Senior 10 pack	\$ 5.00
	Senior 50 pack	\$22.00
Passes:	Adult Monthly GO sticker	\$10.00
	Student Monthly Pass	discontinued
	Adult Monthly Pass	discontinued
	Seniors Annual Pass	discontinued

E.J. Dowling, General Manager, Transit Department

JR:dp

## APPENDIX A

### FARE STRUCTURE PROPOSALS & FINANCIAL IMPACTS

<u>TYPE OF FARE</u>	<u>EXISTING FARE STRUCTURE</u>	<u>OPTION #1</u>	<u>OPTION #2</u>	<u>OPTION #3</u>	<u>OPTION #4</u>
Cash	\$ 1.10	\$1.15	\$1.20	\$1.15	\$1.20
Adult Tickets					
• 10 Pack	\$ 9.50 (\$0.95 ea)	\$11.00 (\$1.10 ea)	\$11.00 (\$1.10 ea)	\$11.00 (\$1.10 ea)	\$11.00 (\$1.10 ea)
• 50 Pack	N/A	\$52.00 (\$1.04 ea)	\$52.00 (\$1.04 ea)	\$52.00 (\$1.04 ea)	\$52.00 (\$1.04 ea)
Student Tickets					
• 10 Pack	\$ 8.00 (\$0.80 each)	\$ 9.50 (\$0.95 ea)			
• 50 Pack	N/A	\$45.00 (\$0.90 ea)	\$45.00 (\$0.90 ea)	\$45.00 (\$0.90 ea)	\$45.00 (\$0.90 ea)
Senior Tickets					
• 10 Pack	N/A	\$ 5.00 (\$0.50 ea)	\$ 5.00 (\$0.50 ea)	N/A	N/A
• 50 Pack	N/A	\$22.00 (\$0.44 ea)	\$22.00 (\$0.44 ea)	N/A	N/A
Adult Monthly Pass	\$40.00	N/A	N/A	N/A	N/A
Student Monthly Pass	\$34.00	N/A	N/A	N/A	N/A
Seniors Annual Pass	\$ 5.00	N/A	N/A	\$5.00	\$5.00

### COMPARATIVE FINANCIAL STATEMENT

	<u>EXISTING FARE STRUCTURE</u>	<u>OPTION #1</u>	<u>OPTION #2</u>	<u>OPTION #3</u>	<u>OPTION #4</u>
	1988 Budget	1989 Proposed			
Farebox & advertising revenue	16.3	17.1	18.8	19.2	18.2
Ministry of Transportation	<u>6.9</u> <u>23.2</u>	<u>9.1</u> <u>26.2</u>	<u>8.4</u> <u>27.2</u>	<u>8.3</u> <u>27.5</u>	<u>8.5</u> <u>26.7</u>
Operating expense	<u>30.9</u>	<u>36.7</u>	<u>36.7</u>	<u>36.7</u>	<u>36.7</u>
Net City share	<u>\$7.7</u>	<u>\$10.5</u>	<u>\$9.5</u>	<u>\$9.2</u>	<u>\$10.0</u>
% change Net City Share vs 1988	+36.4%	+23.4%	+19.4%	+29.9%	+26.0%
Revenue: Cost Ratio	52.8%	46.6%	51.2%	52.3%	50.7%

- \*Note: (1) Due to fare abuse problems, it is recommended that the monthly passes be discontinued with the exception of the Mississauga Transit sticker which can be purchased with a monthly GO pass. Passes are replaced by the 50 pack of tickets.  
(2) It is recommended that the annual seniors passes be discontinued and replaced with a reduced fare ticket as shown in Option #1 & Option #2.  
(3) The recommended price of tickets for Adults and Students is constant in all four options.

(P)C

2(8)

## APPENDIX B

### COMPARATIVE SENIORS FARES

<u>TRANSIT PROPERTY</u>	1988			1989		
	<u>CASH</u>	<u>TICKETS</u>	<u>PASS</u>	<u>CASH</u>	<u>TICKETS</u>	<u>PASS</u>
Toronto Transit Comm.	\$0.65	8/\$3.50	\$29.75	\$0.70	8/\$3.75	\$32.00
Brampton Transit	\$0.55	10/\$5.00	-	\$0.60*	10/\$5.50*	-*
Oakville Transit	\$0.50	-	-	n/a	n/a	n/a
Go Transit	1/2 of the regular fare					

\*estimated

The "Transportation Directions for the Greater Toronto Area" study presented by  
The Honorable Ed Fulton, Ministry of Transportation of Ontario (May 14, 1988)  
identified the desirability of fare integration between the various transit agencies  
serving the Greater Toronto Area.

Barriers to fare integration can result from significant differences in the fare  
structures.



## Corporate Report

Received by  
Clark's Dept.

Clark's Files

3

OPERATIONS/WORKS

JAN 19 1989

Originator's  
File# T-86054  
11 141 00045

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DATE: January 5, 1989.  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W. P. Taylor, Commissioner of Public Works  
SUBJECT: Reduction to Major Road Improvement Levy to be granted to Courten Corporation for their proposed industrial subdivision, T-86054, located north of Highway 401 and west of Kennedy Road (see attached sketch).

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ORIGIN: Public Works Department

COMMENTS: This industrial plan of subdivision is proposed on lands north of Highway 401 between Highway 10 and Kennedy Road. Under the standard Financial Agreement for this development Courten Corporation (5500 Tomken Road, Unit 16, Mississauga, Ontario, L4W 1P2) will be required to pay a Major Road Improvement Levy in the amount of \$1,600,762.78, based on the present rate of \$26,289.42 per ha.

Under the terms of the proposed Servicing Agreement the developer is required to construct Courtneypark Drive from Highway 10 to Kennedy Road. This road was considered in the calculations for the Major Road Improvement Levy. Based on the standard procedure of crediting the developer for 80% of the cost of a four-lane paved curb and gutter road with roadway storm sewers, a credit of \$1,086,522.40 should be considered by Council against the Major Road Improvement Levy for Plan 21T-86054.

CONCLUSION: As the construction of Courtneypark Drive within this plan of subdivision is being carried out by the developer, Courten Corporation, totally at the developer's cost and since this road was included in the Major Road Improvement Levy calculations by the City of Mississauga, the developer should receive a credit equal to 80% of his costs (\$1,086,522.40) against the Major Road Improvement Levy payable for this development (T-86054).

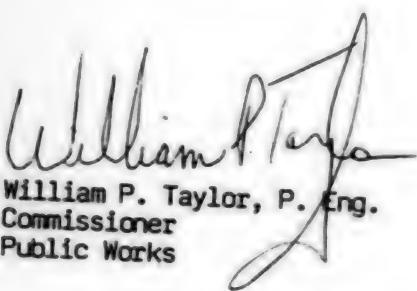
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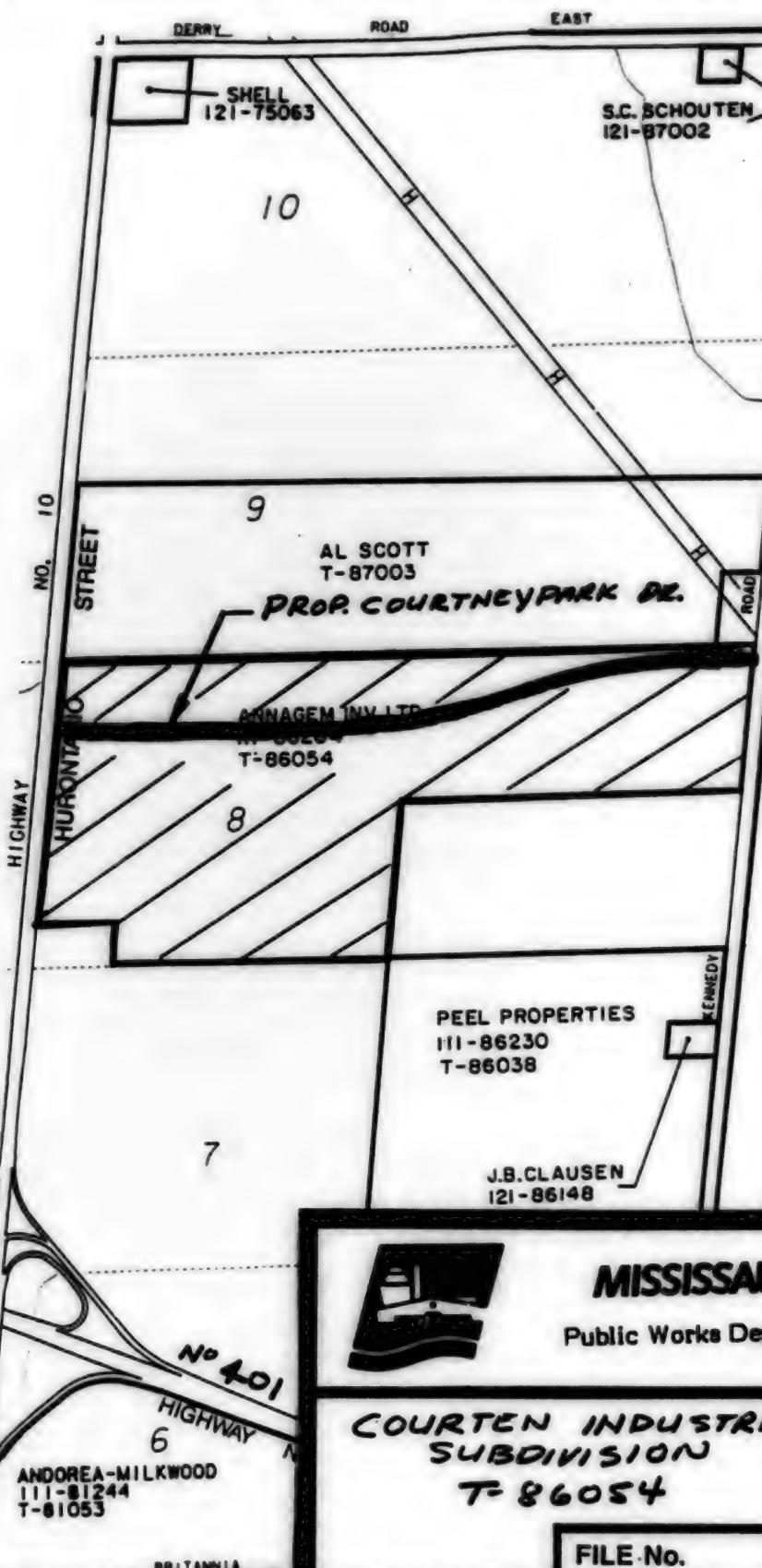
RECOMMENDATION:

That the Financial Agreement for Plan 21T-86054, located north of Highway 401 and west of Kennedy Road, indicate that a credit of \$1,086,522.40 is to be afforded to the developer, Courten Corporation, against the Major Road Improvement Levy.

  
William P. Taylor  
Commissioner  
Public Works

RK Bf/gb  
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JAN 19 1989  
OPERATIONS WORKS

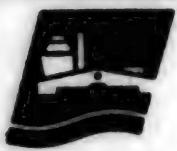
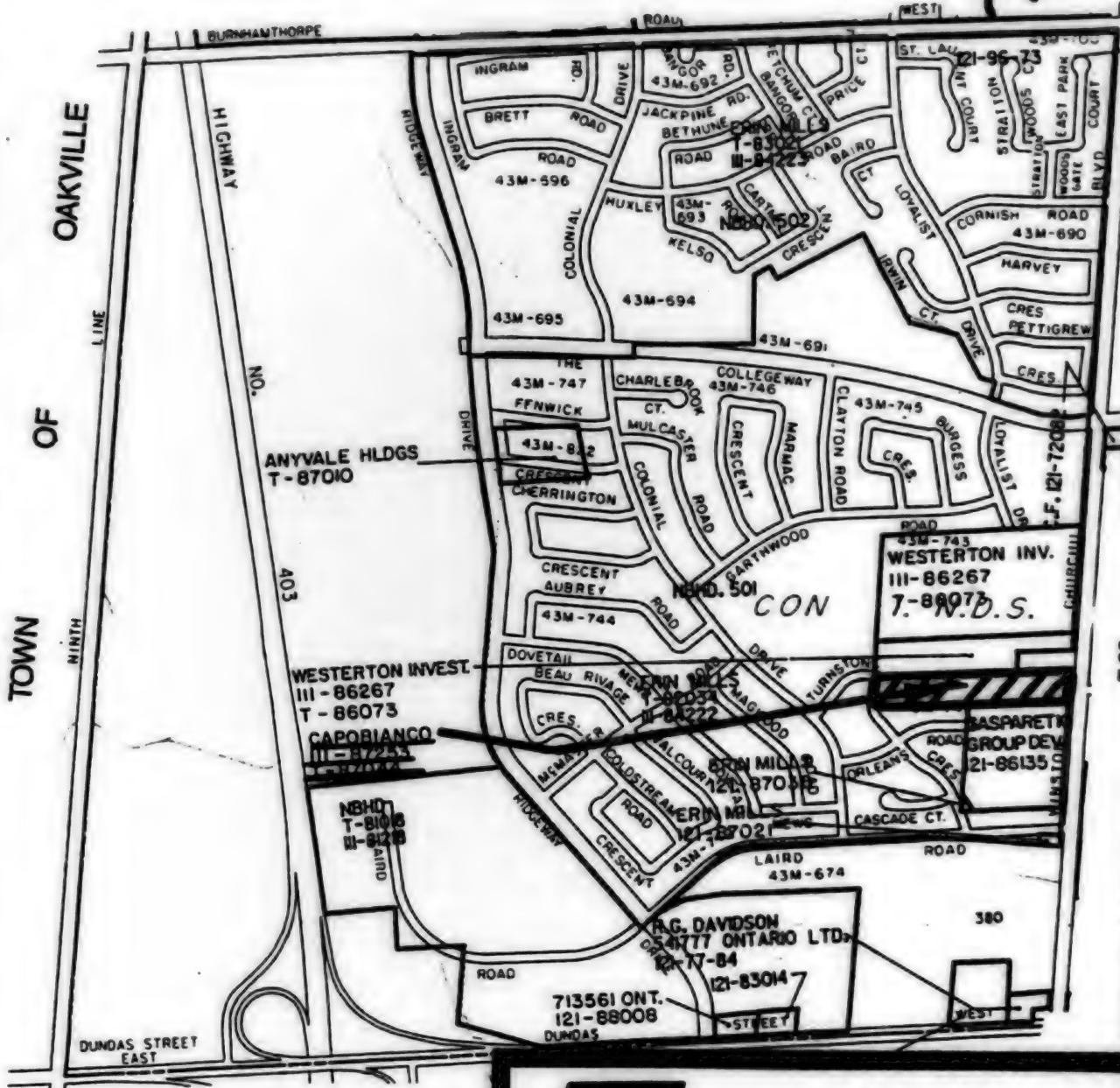
Prepared by: Public Works Department  
Date: January 4, 1989.

F

The following submissions were reviewed by the Region of Peel Street Names Committee on December 21, 1988. The street names contained in the recommendation column were approved; the other names were refused because of confusion with similar street names or spelling and pronunciation difficulties.

MAP	APPLICANT	PROPOSED STREET NAMES	RECOMMENDATION
1.	Glen Schnarr Associates 262 Burnhamthorpe Road West Mississauga, Ontario L5B 2C2	Associated Marie Rose Princess Lucia Roseto Park Sir Antonio Saint Lucia	That the names "Associated", "Sir Antonio" and "Saint Lucia" be approved as street names for the A & L Capobianco Subdivision, T-87044, located north of Ondas Street West and west of Winston Churchill Boulevard
2.	Orlando Corporation 2605 Airport Road Mississauga, Ontario L5V 1E3	Ashley Belmont Brickell Broad Cantay Carlton Dakin Freemont Hammond Heartland Kilner King Lincoln Madison Market Page Paramount Parkway Princeton	That the street names "Brickell", "Cantay", "Freemont", "Rodeo", "Standish" and "White Heart" be approved for the Heartland Subdivisions: (a) T-88025 - located north of Highway #401 and west of Hurontario Street (b) T-87031 - located south of Britannia Road West and west of McLaughlin Road (c) T-88041 - located north of Britannia Road West and west of Hurontario Street (d) T-88059 - located north of Britannia Road West and west of McLaughlin Road

4(a)



MISSISSAUGA

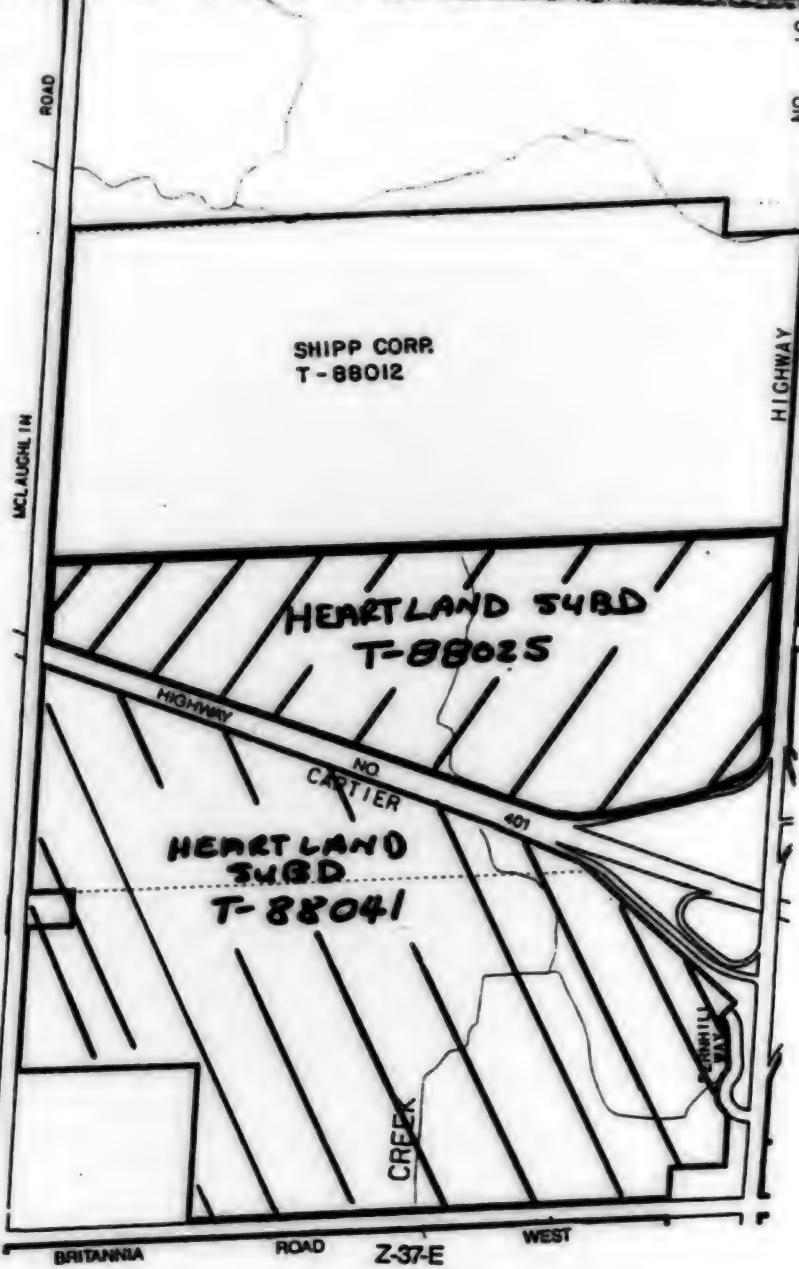
Public Works Department

**CAPOBIANCO SUBD.  
T-87044**

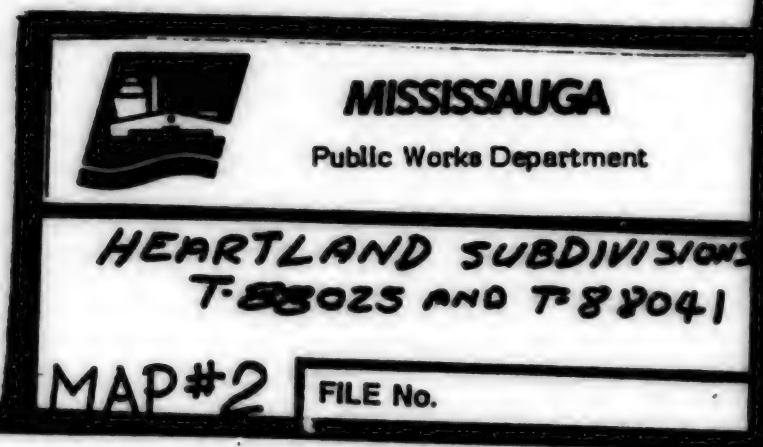
Map #1 FILE No. [Redacted]

*Habit*

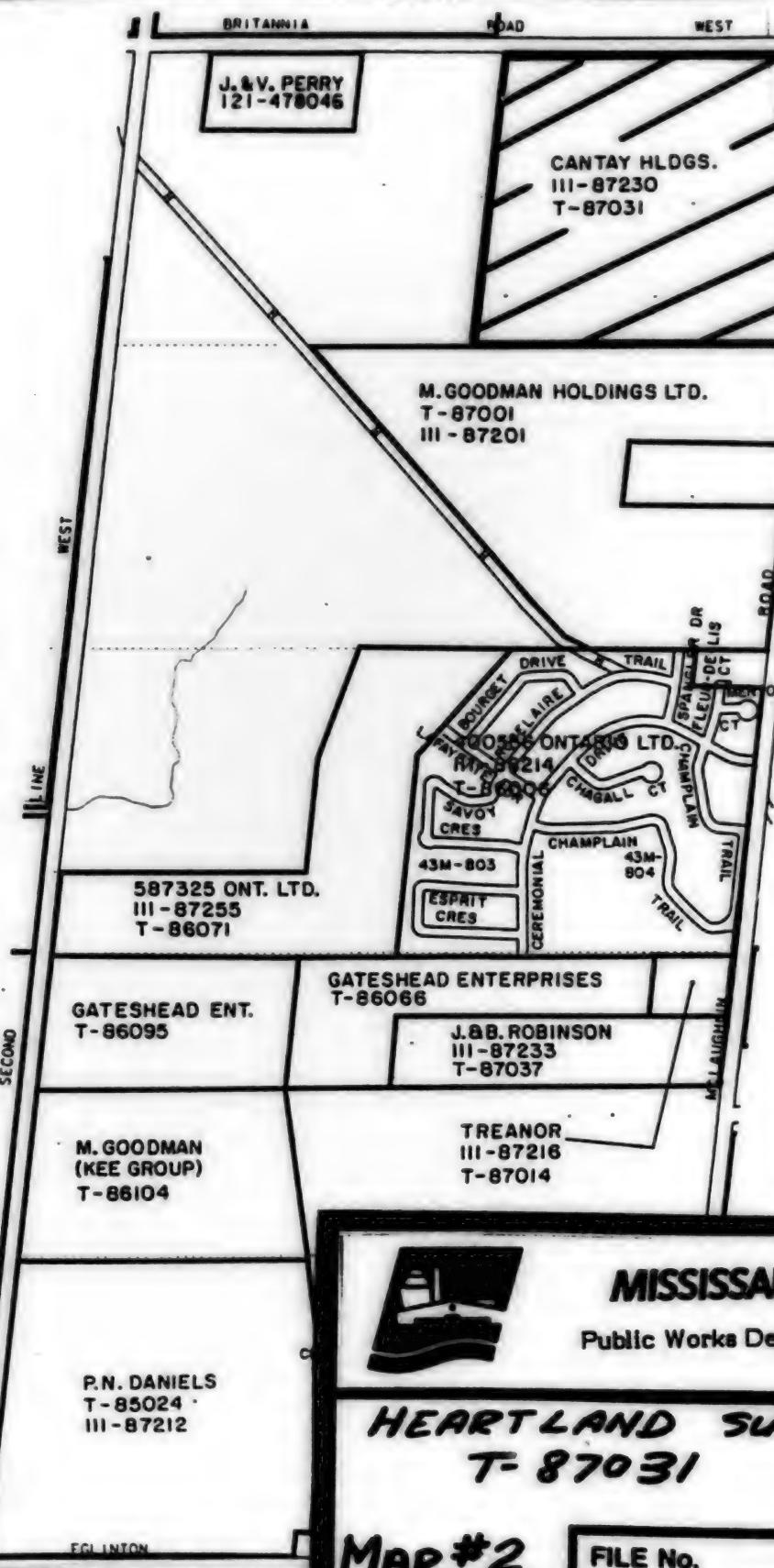
Z-44W



Z-44-E



Z-38-E



H(c)

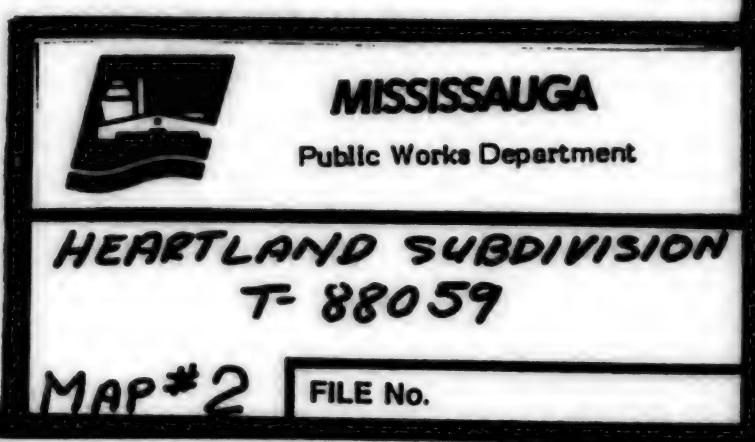
H(d)

Z-45-E



Z-37-W

Z-44-W





# Corporate Report

Received by  
Clerk's Dept.

Clerk's Files J.05.88015.04

5

OPERATIONS/WORKS

JAN 19 1989

Originator's  
Files

DATE: January 4, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.  
City Clerk

SUBJECT: Temporary Right-of-Way Easement to Josephine McDermott over Part I, Plan 43R-16337.

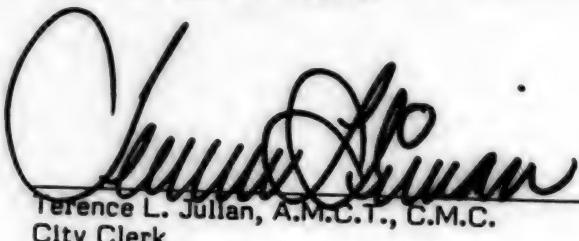
ORIGIN: Capital Works Project for 1988, Creditview Road Widening from Bristol Road to Britannia Road West.

COMMENTS: As part of the 1988 Capital Works Program for the improvement of Creditview Road between Britannia Road West and Bristol Road, the City acquired a 7 m (23 ft.) widening from Josephine McDermott.

The Deed of Land for the widening described as Part I, Plan 43R-16337 was registered on December 9, 1988 as Instrument No. 875252. The Solicitor acting on behalf of Josephine McDermott has requested the City to grant a temporary right-of-way over Part I, Plan 43R-16337 which would be in effect until such time as the designated widening is established as Creditview Road.

The City's Legal Department and Public Works Department have reviewed the matter and are in favour of granting the temporary right-of-way.

RECOMMENDATION: That a By-law be enacted authorizing execution of a temporary right-of-way easement in favour of Josephine McDermott over Part I on Plan 43R-16337.

  
Terence L. Julian, A.M.C.T., C.M.C.  
City Clerk

PJS:mc

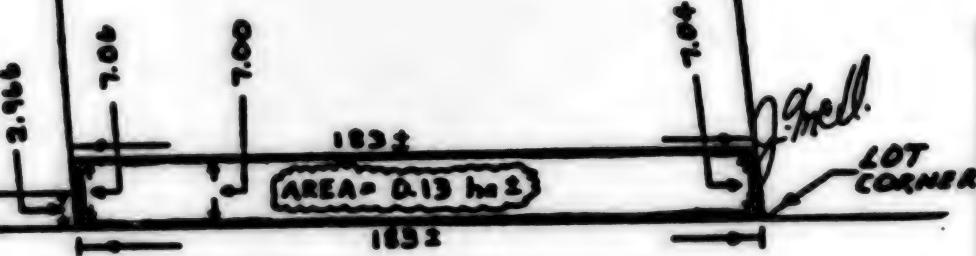
LOT 5, CON. 3 W.H.S.

MAY 1  
43R-14325

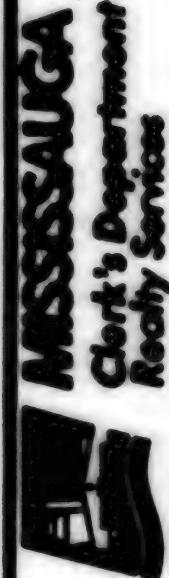
JOSEPHINE McDERMOTT

PART  
PLAN 43R-14325  
LOT OF MUSICAUGA

CREDITVIEW ROAD

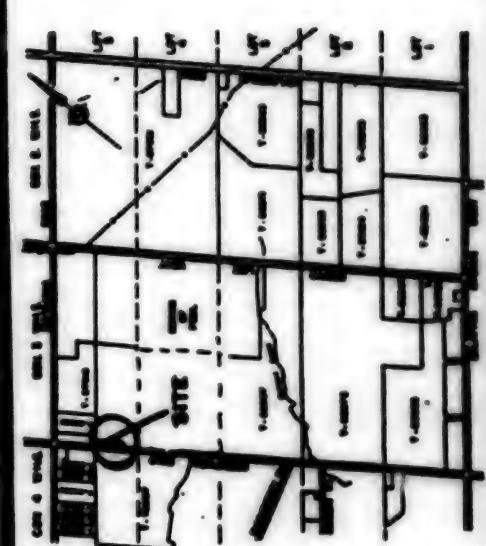


MAY 1  
43R-15892



Temporary Right-of-Way Easement to Josephine  
McDermott over Part 1, Plan 43R-16377 (future  
Creditview Road)

FILE NO. J.05. 88015.04



**MISSISSAUGA PUBLIC VEHICLE AUTHORITY**

JANUARY 10, 1989  
A.03.04.01

**REPORT NO. 1-89**

TO: **The Operations and Works Committee**  
**LADIES AND GENTLEMEN:**

**OPERATIONS/WORKS**

**JAN 10 1989**

The Mississauga Public Vehicle Authority presents its first report and recommends:

PVA-1-89 That Councillor D. J. Culham serve as Chairman of the Public Vehicle Authority for the period ending November 30, 1989, or until his successor is appointed.

A.03.04.11.03  
(PVA-1-1-89)

PVA-2-89 That Mr. Bruce Mortensen, Citizen Member of the Public Vehicle Authority, serve as Vice-Chairman of the Public Vehicle Authority for the period ending November 30, 1989, or until his successor is appointed.

A.03.04.11.03  
(PVA-2-1-89)

PVA-3-89 That the Legal Department be requested to draft an amendment to By-Law 697-84, as amended, prohibiting a broker from possessing or using either in his brokerage office, garage or anywhere else on his premises, or having anywhere in his possession, a scanner or radio that monitors any broker's radio frequency other than his own.

L.08.04.01  
(PVA-3-1-89)

January 10, 1989

PVA-4-89

That no action be taken with regard to the report dated December 28, 1988, from William P. Taylor, Commissioner of Public Works, recommending that the Legal Department be requested to draft the appropriate amendments to By-Law 697-84 to prohibit the installation or use of any type of telephone or monitoring device in taxicabs or airport public transportation vehicles.

L.08.04.01  
(PVA-4-1-89)

PVA-5-89

That the Legal Department be requested to draft an amendment to By-Law 697-84, as amended, increasing the minimum third party liability insurance coverage required for licensed public vehicles from \$300,000 to \$500,000.

L.08.04.01  
(PVA-5-1-89)

PVA-6-89

That Kuldip Singh Wanda, Mississauga Airport Public Transportation Vehicle Driver Licence number 518, be nominated for "Driver of the Month" for November 1988.

L.08.04.01 C  
(PCA-6-1-89)

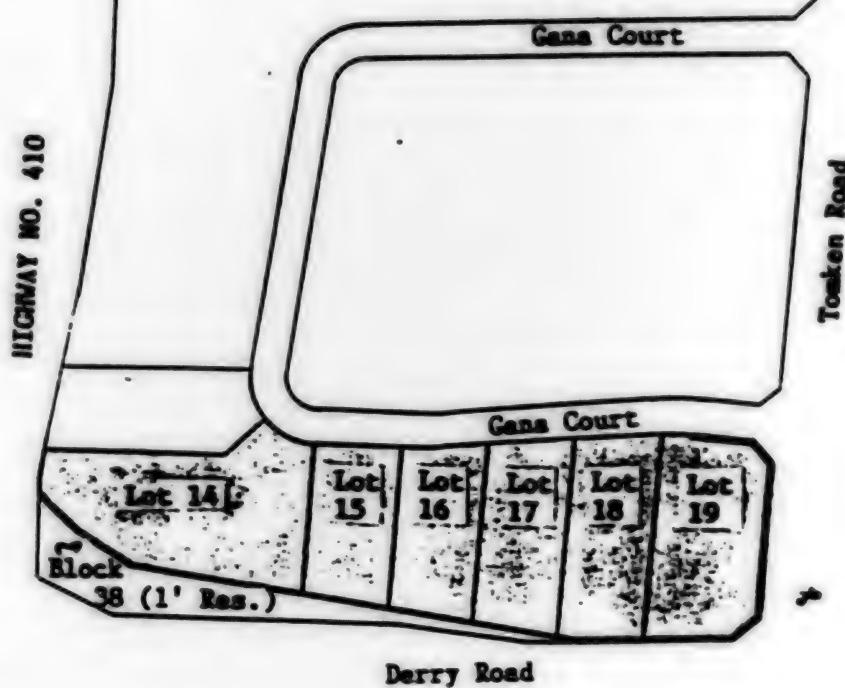
PVA-7-89

That the request by Peter G. Danevicius to amend By-Law 697-84 to allow taxicab brokerages and drivers to refuse service to persons who order more than one cab for the same trip, be denied.

L.08.04.01  
(PVA-7-1-89)

1

OPERATIONS/WORKS JAN 19 1989



ADMINISTRATION

EXHIBIT #2

HOUSE NUMBERING PROBLEM

DERRY ROAD - GANA COURT

CITY OF MISSISSAUGA

MINUTES

MEETING TWO EIGHTY-NINE

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: THURSDAY, JANUARY 19, 1989, 9:05 A.M.

PLACE OF MEETING: RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT:  
Councillor H. Kennedy  
Councillor M. Prentice (Chair)  
Councillor F. Dale  
Councillor F. McKechnie  
Councillor N. Iannicca  
Councillor D. Culham

MEMBERS ABSENT: NIL

OTHER PRESENT: Councillor P. Mullin

STAFF PRESENT:  
Mr. D.A. Lychak, City Manager  
Mr. B.E. Thom, City Solicitor  
Mr. W.P. Taylor, Commissioner of Public Works  
Mr. K. Schipper, Director, Public Works  
Mr. E.J. Dowling, Transit General Manager  
Chief G. Bentley, Fire Department  
Ms. L. Maller, Committee Coordinator, Clerk's Department

INDEX - OPERATIONS AND WORKS COMMITTEE - JANUARY 19, 1989

DEPUTATIONS/PRESENTATIONS - 9:05 A.M.

- A. Mr. Neil Irwin, IBI Group

D.01.04

SEE ITEM 1

- B. Mr. Peter Kosyk, Gana Contracting Ltd.

F.02.09

SEE ITEM 7

ITEM	FILE	SUBJECT
1.	D.01.04	Second Status Report - Mississauga Ten Year Transit Service Strategy Plan Study
2.	D.05.03	Transit Fare Increase
3.	T-86054	Courten Corporation - Reduction to Major Road Improvement Levy
4.	T-87044 T-88025 T-87031 T-88041 T-88059	A&L Capoblanco Subdivision - Street Names Orlando Corporation
5.	J.05.88015.04	Creditview Road Widening - Right-of-Way Easement - Josephine McDermott
6.	A.03.04.01	Public Vehicle Authority Report 1-89 - January 10/89
7.	F.02.09	Gana Contracting Ltd. - Street Address - Derry/Tomken Business Park

**MATTERS CONSIDERED:**

1. Report dated January 9, 1989, from the Commissioner of Public Works providing a Status Report on the Mississauga Ten Year Transit Service Strategy Plan Study.

On October 11, 1988, City Council approved the appointment of the consulting firm of IBI Group to prepare a Ten-Year Transit Service Strategy Plan.

A Technical working committee has been established to assist the consultant during the course of the study, including representatives from the Public Works Department, Transit Department, Planning and Building Department, the MTO and the Region of Peel.

Phase 1 of the study, which will produce an initial Ten-Year Transit Service Strategy Plan, is nearing completion. The consultant has now completed the second of two interim reports.

The presentation by the consultant will focus on the following areas:

- Travel Demand Analysis
- Bus Network Analysis
- Auto Traffic Screenline Analysis
- Additional Transit Strategy Components

Based on the findings from the above analysis the consultant will be preparing a transit strategy and ten-year plan for submission to the Technical Working Committee in draft form by the end of January 1989.

It is expected that Phase 1 will provide input into the City's budgeting process as well as MTO's 1989-1990 fiscal year budget.

In Phase 2 the various items in the Ten-Year Service Strategy Plan can be examined in more detail and it is expected that feasibility analysis and preliminary design may be carried out.

**RECOMMENDATION:**

That the report of the Commissioner of Public Works dated January 9, 1989, regarding the status of the Mississauga Ten-Year Transit Service Strategy Plan Study be received for information.

Mr. Neil Irwin of the IBI Group made an extensive presentation on the report and responded to questions from the Committee regarding the Study.

D.01.04

Received

See Recommendation OW-21-89 (D. Culham)

January 19, 1989

2. Report dated January 3, 1989, from the Transit General Manager regarding a 1989 Transit Fare Increase.

In preparing the 1989 budget, all revenues were reviewed to ensure that proposed adjustments conformed to City and provincial policies or funding goals such as "user pay."

Public transit in Ontario is subsidized based on a percentage of operating costs recovered through the fare box (revenue/cost ratio). The Province establishes the ratio based on the size of the municipality and Mississauga falls within the 65% category. The City share of transit costs, as a percentage of gross operating costs, is minimized when Mississauga Transit revenues are 65% of costs.

The City of Mississauga Official Plan supports a "user-pay approach" and the Mississauga Transit Strategic plan adopted in 1983, confirmed that recovery of 65% of operating costs from the fare box was desirable.

If fare revenues fail to keep pace with rising costs, the financial burden shifts from transit riders to taxpayers. Using preliminary 1989 budget estimates and the existing structure, a 19% increase in costs would result in a 36% increase in the net City cost and would allow the R:C Ratio to fall to 46.6%.

Appendix A contains a number of fare structure alternatives for 1989.

In order to maintain the City's user pay policy and reduce the impact of the transit system to City taxpayers, the fare structure outlined as Option #1 on Appendix A is recommended.

monthly passes and annual passes are discontinued with the exception of stickers for monthly GO passes.

The financial impact would permit Mississauga Transit to make a number of service improvements in 1989 while moderating the impact on City taxpayers to a 23.4% increase.

RECOMMENDATION:

That the fare structure shown as Option 1 on Appendix A (attached to the report dated January 3, 1989 from the Transit General Manager) and outlined below be approved and become effective Monday, February 6, 1989, with the exception of the Student Monthly Pass, the Adult Monthly Pass and the Seniors Annual Pass which will be accepted until February 28, 1989:

Cash fare:	Student	\$ 1.15
	Adult	\$ 1.15
	Senior	\$ 1.15
Tickets:	Student (10 pack)	\$ 9.50
	Student (50 pack)	\$45.00
	Adult (10 pack)	\$11.00
	Adult (50 pack)	\$52.00
	Senior (10 pack)	\$ 5.00

January 19, 1989

RECOMMENDATION:

That the Financial Agreement for Plan 21T-86054, located north of Highway 401 and west of Kennedy Road, indicate that a credit of \$1,086,522.40 is to be afforded to the developer, Courten Corporation, against the Major Road Improvement Levy.

T-86054

Approved

See Recommendation OW-23-89 (D. Culham)

4.

Report dated January 4, 1989, from the Commissioner of Public Works with respect to proposed street names for various plans of subdivision.

RECOMMENDATION:

- (a) That the names "Associated," "Sir Antonio" and "Saint Lucia" be approved as street names for the A & L Capobianco Subdivision, T-87044, located north of Dundas Street West and west of Winston Churchill Boulevard.
- (b) That the street names "Brickell", "Cantay", "Freemont", "Rodeo", "Standish" and "White Heart" be approved for the Heartland Subdivisions:
  - (I) T-88025 - located north of Highway #401 and west of Hurontario Street;
  - (II) T-87031 - located south of Britannia Road West and west of McLaughlin Road;
  - (III) T-88041 - located north of Britannia Road West and west of Hurontario Street;
  - (IV) T-88059 - located north of Britannia Road West and west of McLaughlin Road.

T-87044

T-88025

T-87031

T-88041

T-88059

Approved

See Recommendation OW-25-89 (F. McKechnie)

5.

Report dated January 4, 1989, from the City Clerk regarding a Temporary Right-of-Way Easement to Josephine McDermott over Part I, Plan 43R-16337.

As part of the 1988 Capital Works Program for the improvement of Creditview Road between Britannia Road West and Bristol Road, the City acquired a 7 m (23 ft.) widening from Josephine McDermott.

The Deed of Land for the widening described as Part I, Plan 43R-16337 was registered on December 9, 1988 as Instrument No. 875252. The Solicitor acting on behalf of Josephine McDermott has requested the City to grant a temporary right-of-way over Part I, Plan 43R-16337 which would be in effect until such time as the designated widening is established as Creditview Road.

January 19, 1989

	Senior	(50 pack)	\$22.00
Passes:	Adult Monthly GO sticker		\$10.00
	Student Monthly Pass	Discontinued	
	Adult Monthly Pass	Discontinued	
	Seniors Annual Pass	Discontinued	

Mr. Dowling reviewed the various options and the Staff recommendation.

Councillor Prentice advised that the Ad Hoc Committee to review the seniors' fare were not able to meet and she was concerned about the discontinuation of the seniors pass without consultation.

Mr. Dowling advised that if the seniors' annual pass is continued then Option 4 should be adopted which provides for a cash fare of \$1.20 rather than \$1.15. The 5 cents would offset the anticipated seniors' fare.

Councillor Culham moved approval of Option 4 on the understanding that the Ad Hoc Committee would meet to discuss the proposal to discontinue the seniors annual pass for 1990 and report back to the Committee in June 1989. The motion, as amended, was voted on and carried.

D.05.03

Approved

See Recommendation OW-22-89 (D. Culham)

3.

Report dated January 5, 1989, from the Commissioner of Public Works regarding a reduction to Major Road Improvement Levy to be granted to Courten Corporation for their proposed industrial subdivision, T-86054 (located north of Highway 401 and west of Kennedy Road).

Under the standard Financial Agreement for this development Courten Corporation will be required to pay a Major Road Improvement Levy in the amount of \$1,600,762.78, based on the present rate of \$26,289.42 per ha.

Under the terms of the proposed Servicing Agreement the developer is required to construct Courtneypark Drive from Highway 10 to Kennedy Road. This road was considered in the calculations for the Major Road Improvement Levy. Based on the standard procedure of crediting the developer for 80% of the cost of a four-lane paved curb and gutter road with roadway storm sewers, a credit of \$1,086,522.40 should be considered by Council against the Major Road Improvement Levy for Plan 21T-86054.

The City's Legal Department and Public Works Department have reviewed the matter and are in favour of granting the temporary right-of-way.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a temporary right-of-way easement in favour of Josephine McDermott over Part I on Plan 43R-16337 (Creditview Road Widening from Bristol Road to Britannia Road West).

J.05.88015.04

Approved

See Recommendation OW-26-89 (P. Mullin)

6. Report 1-89 of the Public Vehicle Authority meeting held on January 10, 1989.

A.03.04.01

Approved

See Recommendations OW-28-89 to OW-34-89 (N. Iannicca)

7. Request by Derry Tomken Business Centre for municipal address on Derry Road notwithstanding that access to the site is off Gana Court.

Originally the matter was considered by the Committee on November 15, 1988, when Staff advised that Gana Contracting were given approval for a Derry Road address rather than Gana Court. When concerns were expressed that this was going to create a problem for emergency services such as fire and ambulance in answering calls, the Owners were advised that their address would be Gana Court. Staff at that time recommended:

'That the properties on Gana Court be addressed to that street only and not Derry Road.'

The item was subsequently dealt with by Council on December 19, 1988, and the following Resolution 575-88 adopted:

'That the request by Derry & Tomken Business Centre, ie a municipal address off Derry Road notwithstanding that there is not full direct access to that street, be referred to the Operation & Works Committee for a presentation by the developer.'

This matter was included on the Operations and Works Committee agenda of January 5, 1989, and deferred to this meeting.

Mr. Peter Kosyk, Manager of Sales & Leasing, Gana Contracting Ltd., appeared before the Committee regarding this item. The project has been designed and marketed on the basis of a Derry Road address. Mr. Kosyk advised that in order for the project to be successful it needs an identity which is easily located. In order to get the address on Derry, Gana applied and received approval for the right-in access off Derry Road.

January 19, 1989

In light of the circumstances, Councillor McKechnie moved that the Derry Road street address be approved.

Chief Bentley reiterated his concerns regarding the confusion for emergency vehicles trying to gain access to the site.

On verbal motion the Committee moved in camera at 10:15 a.m. to receive information from the City Solicitor regarding the matter. The Committee moved out of camera at 10:30 a.m.

Councillor McKechnie's motion was voted on and lost.

Councillor Prentice recommended moved approval of the Staff recommendation that the properties on Gana Court be addressed to Gana Court and not Derry Road.

This motion was voted on and carried.

F.02.09

See Recommendation AF-27-89 (M. Prentice)

Recommendations:

As per Report 2-89

Adjournment:

11:35 a.m.

THE OPERATIONS AND WORKS COMMITTEE

JANUARY 19, 1989

REPORT 2-89

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its second report and recommends:

- OW-21-89 That the report of the Commissioner of Public Works dated January 9, 1989, regarding the status of the Mississauga Ten-Year Transit Service Strategy Plan Study be received for information.

D.01.04  
(OW-21-89)

- OW-22-89 (a) That the fare structure shown as Option 4 on Appendix A (attached to the report dated January 3, 1989 from the Transit General Manager) and outlined below be approved and become effective Monday, February 6, 1989, with the exception of the Student Monthly Pass and the Adult Monthly Pass which will be accepted until February 28, 1989:

Cash fare:	Student	\$ 1.20
	Adult	\$ 1.20
	Senior	\$ 1.20
Tickets:	Student (10 pack)	\$ 9.50
	Student (50 pack)	\$45.00
	Adult (10 pack)	\$11.00
	Adult (50 pack)	\$52.00
	Senior (10 pack)	\$ 5.00
	Senior (50 pack)	\$22.00
Passes:	Adult Monthly GO sticker	\$10.00
	Student Monthly Pass	Discontinued
	Adult Monthly Pass	Discontinued
	Seniors Annual Pass	\$ 5.00

- (b) That the Ad Hoc Seniors' Fare Committee meet to discuss the proposal to discontinue the seniors annual pass by December 31, 1989 and that a report be brought back to the Operations and Works Committee in June 1989.

D.05.03  
(OW-22-89)

OW-23-89 That the Financial Agreement for Plan 21T-86054, located north of Highway 401 and west of Kennedy Road, indicate that a credit of \$1,086,522.40 is to be afforded to the developer, Courten Corporation, against the Major Road Improvement Levy.

T-86054  
(OW-23-89)

OW-24-89 That the names "Associated," "Sir Antonio" and Saint Lucia" be approved as street names for the A & L Capoblanco Subdivision, T-87044, located north of Dundas Street West and west of Winston Churchill Boulevard.

T-87044  
(OW-24-89)

OW-25-89 That the street names "Brickell", "Cantay", "Freemont", "Rodeo", "Standish" and "White Heart" be approved for the Heartland Subdivisions:

- (i) T-88025 - located north of Highway #401 and west of Hurontario Street;
- (ii) T-87031 - located south of Britannia Road West and west of McLaughlin Road;
- (iii) T-88041 - located north of Britannia Road West and west of Hurontario Street;
- (iv) T-88059 - located north of Britannia Road West and west of McLaughlin Road.

T-87044  
T-88025  
T-87031  
T-88041  
T-88059  
(OW-25-89)

OW-26-89 That a by-law be enacted authorizing execution of a temporary right-of-way easement in favour of Josephine McDermott over Part I on Plan 43R-16337 (Creditview Road Widening from Bristol Road to Britannia Road West).

J.05.88015.04  
(OW-26-89)

OW-27-89 That the request to the Operations and Works Committee on January 19, 1989, by Derry/Tomken Business Centre for approval of a municipal address on Derry Road notwithstanding that access to the site is off Gana Court be denied.

F.02.09  
(OW-27-89)

OW-28-89 That Councillor D. J. Culham serve as Chairman of the Public Vehicle Authority for the period ending November 30, 1989, or until his successor is appointed.

A.03.04.11.03  
(PVA-1-1-89)

OW-29-89 That Mr. Bruce Mortensen, Citizen Member of the Public Vehicle Authority, serve as Vice-Chairman of the Public Vehicle Authority for the period ending November 30, 1989, or until his successor is appointed.

A.03.04.11.03  
(PVA-2-1-89)

OW-30-89 That the Legal Department be requested to draft an amendment to By-Law 697-84, as amended, prohibiting a broker from possessing or using either in his brokerage office, garage or anywhere else on his premises, or having anywhere in his possession, a scanner or radio that monitors any broker's radio frequency other than his own.

L.08.04.01  
(PVA-3-1-89)

OW-31-89 That no action be taken with regard to the report dated December 28, 1988, from William P. Taylor, Commissioner of Public Works, recommending that the Legal Department be requested to draft the appropriate amendments to By-Law 697-84 to prohibit the installation or use of any type of telephone or monitoring device in taxicabs or airport public transportation vehicles.

L.08.04.01  
(PVA-4-1-89)

OW-32-89 That the Legal Department be requested to draft an amendment to By-Law 697-84, as amended, increasing the minimum third party liability insurance coverage required for licensed public vehicles from \$300,000 to \$500,000.

L.08.04.01  
(PVA-5-1-89)

OW-33-89 That Kuldip Singh Nanda, Mississauga Airport Public Transportation Vehicle Driver Licence number 518, be nominated for "Driver of the Month" for November 1988.

L.08.04.01 C  
(PCA-6-1-89)

OW-34-89 That the request by Peter G. Danevicius to amend By-Law 697-84 to allow taxicab brokerages and drivers to refuse service to persons who order more than one cab for the same trip, be denied.

L.08.04.01  
(PVA-7-1-89)